



IDAHO TRANSPORTATION DEPARTMENT

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April 16, 2009

Peter Hartman, Division Administrator
Federal Highway Administration
3050 Lake Harbor Lane, Suite 126
Boise, Idaho 83703-6217

Richard F. Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Suite 3142
915 Second Avenue
Seattle, Washington 98171

Attn: Scott Frey

Attn: Ned Conroy

SUBJECT: FY 2009-2012 Statewide Transportation Improvement Program (STIP) Amendment #8 highway funds only

Dear Mr. Hartman:

On March 18, 2009, the Idaho Transportation Board approved the removal of a Congestion Mitigation/Air Quality (CMAQ) project and approved the addition of three Highway Construction Career Fair projects to the FY 2009 through 2011 Statewide Transportation Improvement Program. Additional background information follows:

- Remove KN 10468, Flusher Truck (\$276,100 in federal-aid and \$21,900 in local match) from FY 2009: The Central Highway District (in cooperation with the Prairie Highway District, Kamiah Highway District, Evergreen Highway District, and the City of Craigmont) requested removal of the project. Economic conditions prevent the local entities from providing the match and covering inflation cost increases for truck and materials.
- Add FY 2009, 2010 and 2011 Highway Construction Career Fair projects: Federal Highway Administration (FHWA) discretionary funding is available annually for On the Job Training/Supportive Services Program (OJT/SS) activities. It is anticipated that successful receipt of \$45,000 of FY 2009 OJT/SS discretionary funds will occur this April and there is a reasonable expectation that funding would also be received in FY 2010 and 2011. These funds are 100% federal aid.

The above projects can be considered for *exempt/grouped* status under 23 CFR, Part 450.216 (j) *and do not require any additional public involvement*.

The Idaho Transportation Department certifies that the above project actions were in accordance with all applicable requirements as described in Section 450.218 of the Statewide Planning Regulations, dated February 14, 2007. The STIP continues to be consistent with the Statewide Transportation Plan as approved by the Idaho Transportation Board in July 2004 and remains fiscally constrained.

Sincerely,

MATTHEW E. "Matt" MOORE, M.A.
Transportation Planning Administrator

bcc:
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